TO: Owners and Operators of Turboprop Aircraft  
FROM: Tracy Brannon, Sr. Vice President and Managing Director  
RE: Aviation International News Reprint

Here is a reprint of an article that appeared in Aviation International News. It deals specifically with initial and recurrent training on the Pilatus PC-12, but it contains many valid observations about the value and wisdom of thorough training in complex aircraft.

Consider the following excerpts:

“… pilots need more training than the FAA requires…”

“… I gained a great appreciation for the importance of taking the time to learn a complex airplane…”

“… flying a complex turboprop is clearly more demanding than flying a typical single-engine piston airplane…”

I hope you will take the time to read the article. It is a very objective and on-target presentation of the importance of professional training. For owners and operators of single or multi-engine turbine powered aircraft, there is no better place for you to get that training than SimCom Training Centers. Call us with any questions you might have. We will be happy to discuss our training curriculum and capabilities with you, and we can schedule your next training event at one of our conveniently located, modern training facilities.

We look forward to serving you.

SOLID VALUE  
PERSONALIZED TRAINING  
 FRIENDLY ENVIRONMENT  

www.simulator.com  

---

TO: Owners and Operators of Turboprop Aircraft  
FROM: Tracy Brannon, Sr. Vice President and Managing Director  
RE: Aviation International News Reprint

Here is a reprint of an article that appeared in Aviation International News. It deals specifically with initial and recurrent training on the Pilatus PC-12, but it contains many valid observations about the value and wisdom of thorough training in complex aircraft.

Consider the following excerpts:

“… pilots need more training than the FAA requires…”

“… I gained a great appreciation for the importance of taking the time to learn a complex airplane…”

“… flying a complex turboprop is clearly more demanding than flying a typical single-engine piston airplane…”

I hope you will take the time to read the article. It is a very objective and on-target presentation of the importance of professional training. For owners and operators of single or multi-engine turbine powered aircraft, there is no better place for you to get that training than SimCom Training Centers. Call us with any questions you might have. We will be happy to discuss our training curriculum and capabilities with you, and we can schedule your next training event at one of our conveniently located, modern training facilities.

We look forward to serving you.
While flying the FTD, I felt as though we were sitting in an aircraft, not standing in a room. SimCom’s piston and turboprop simulators aren’t as advanced as the full-motion flight simulators built by the likes of Phoenix International, but they’re still among the most realistic in the business. For a few thousand dollars, an individual can purchase a somewhat smaller and less capable home simulator with some simple flight training software. With some extra money and a subscription, they can get online training for a few hundred dollars a month. But a quick look at the nearest airport will show that the real flying world is far more complex, and the student who takes flight training seriously is likely to choose something more advanced. Of course, once the student has completed their training, they’re still going to need to fly in the real world to get that real-world experience. And while the real world is far more complex than any simulator can ever be, there are plenty of facilities that can help simulate some of the most challenging environments. For example, SimCom offers its students a chance to fly in the PC-12 simulator, which is designed to simulate the conditions found in a high-performance turboprop aircraft. The simulation is so realistic that it even includes the ability to simulate engine failures, and the student can practice various emergency procedures, such as landing with a single engine or performing an autorotation. The simulation is also capable of simulating various weather conditions, such as icing or turbulence, and it can even simulate the effects of pilot error. The simulation is designed to be used in conjunction with other training equipment, such as the PC-12 simulator, and it can be used to prepare students for real-world emergencies. In conclusion, the simulation is an excellent tool for preparing students for the challenges they may face in the real world, and it can be used to help them become better pilots. However, it is important to note that the simulation is not a substitute for real-world experience, and students must still fly in the real world to gain that experience.
Before flying these complex airplanes, pilots need more training than the FAA requires.

By Matt Thurber

SimCom instructor Ted Otto knows the PC-12. With about 3,000 hours flying the single-engine turboprop, Otto is one of those rare pilots who not only knows the subject intimately but also knows how to share his knowledge with pilots who visit SimCom's training center in Orlando, Fla. How to learn to do what you must do?

When I asked Otto how to see how the airplane performs in the real world, he said, “Tell me the piston and turboprop simulators don’t do it.”

At SimCom, classes are small, with just two to three students. My classmates and I arrived with some trepidation. Taylor, who had just purchased a PC-12 but hadn’t yet flown it, came for the initial course to prepare for his new airplane. Taylor has a hundred full-fledged hours and many more helicopter hours. His last airplane was a Cessna 152, but he had ranged more range and speed. The PC-12 would be a big step up, combining real-world landing and control-room pressures with a high-performance single with its advanced autopilot system, engine, navigation system, and the challenge of loading people, cargo and luggage into an airplane that can carry a huge load and average about 300 miles per hour. 

SimCom held its PC-12 training class in Orlando, Florida, less than 30 minutes from the airport, which is a big advantage for pilots who come to the customer's airplane. In 1989 SimCom moved from its original office in Anaheim, California, to its current location and now has two simulators in Orlando. The main SimCom PC-12 flight training device is simulating the real aircraft, which Otto explained. 

SimCom's piston and turboprop simulation is a true flight training device, known as a full-motion simulator. It duplicates the equivalent of flying a real airplane and students are required to complete emergency procedures to enable them to become real pilots. A full-motion simulator gives students the same experience as that of a real PC-12.

While flying the FTD, I felt as though we were flying on their own. Taylor's insurer insisted that inexperienced pilots take the Next Generation PC-12's Honeywell Fatfly, which stands for Flight Training Flight, course. While adhering to the checklist adds a lot of extra work and time, it is a necessary step to prepare students for the real world. 

Taylor is one of those rare pilots who not only knows the subject intimately but also knows how to share his knowledge with pilots who visit SimCom’s training center in Orlando, Fla. His last airplane was a Cessna 152, but he had ranged more range and speed. The PC-12 would be a big step up, combining real-world landing and control-room pressures with a high-performance single with its advanced autopilot system, engine, navigation system, and the challenge of loading people, cargo and luggage into an airplane that can carry a huge load and average about 300 miles per hour.

SimCom held its PC-12 training class in Orlando, Florida, less than 30 minutes from the airport, which is a big advantage for pilots who come to the customer's airplane. In 1989 SimCom moved from its original office in Anaheim, California, to its current location and now has two simulators in Orlando. The main SimCom PC-12 flight training device is simulating the real aircraft, which Otto explained. 

SimCom's piston and turboprop simulation is a true flight training device, known as a full-motion simulator. It duplicates the equivalent of flying a real airplane and students are required to complete emergency procedures to enable them to become real pilots. A full-motion simulator gives students the same experience as that of a real PC-12.

While flying the FTD, I felt as though we were flying on their own. Taylor's insurer insisted that inexperienced pilots take the Next Generation PC-12's Honeywell Fatfly, which stands for Flight Training Flight, course. While adhering to the checklist adds a lot of extra work and time, it is a necessary step to prepare students for the real world. 

Taylor is one of those rare pilots who not only knows the subject intimately but also knows how to share his knowledge with pilots who visit SimCom’s training center in Orlando, Fla. His last airplane was a Cessna 152, but he had ranged more range and speed. The PC-12 would be a big step up, combining real-world landing and control-room pressures with a high-performance single with its advanced autopilot system, engine, navigation system, and the challenge of loading people, cargo and luggage into an airplane that can carry a huge load and average about 300 miles per hour.

SimCom held its PC-12 training class in Orlando, Florida, less than 30 minutes from the airport, which is a big advantage for pilots who come to the customer's airplane. In 1989 SimCom moved from its original office in Anaheim, California, to its current location and now has two simulators in Orlando. The main SimCom PC-12 flight training device is simulating the real aircraft, which Otto explained. 

SimCom's piston and turboprop simulation is a true flight training device, known as a full-motion simulator. It duplicates the equivalent of flying a real airplane and students are required to complete emergency procedures to enable them to become real pilots. A full-motion simulator gives students the same experience as that of a real PC-12.

While flying the FTD, I felt as though we were flying on their own. Taylor's insurer insisted that inexperienced pilots take the Next Generation PC-12's Honeywell Fatfly, which stands for Flight Training Flight, course. While adhering to the checklist adds a lot of extra work and time, it is a necessary step to prepare students for the real world. 

Taylor is one of those rare pilots who not only knows the subject intimately but also knows how to share his knowledge with pilots who visit SimCom’s training center in Orlando, Fla. His last airplane was a Cessna 152, but he had ranged more range and speed. The PC-12 would be a big step up, combining real-world landing and control-room pressures with a high-performance single with its advanced autopilot system, engine, navigation system, and the challenge of loading people, cargo and luggage into an airplane that can carry a huge load and average about 300 miles per hour.
TO: Owners and Operators of Turboprop Aircraft  
FROM: Tracy Brannon, Sr. Vice President and Managing Director  
RE: Aviation International News Reprint  

Here is a reprint of an article that appeared in Aviation International News. It deals specifically with initial and recurrent training on the Pilatus PC-12, but it contains many valid observations about the value and wisdom of thorough training in complex aircraft.

Consider the following excerpts:

“...pilots need more training than the FAA requires...”

“...I gained a great appreciation for the importance of taking the time to learn a complex airplane...”

“...flying a complex turboprop is clearly more demanding than flying a typical single-engine piston airplane...”

I hope you will take the time to read the article. It is a very objective and on-target presentation of the importance of professional training. For owners and operators of single or multi-engine turbine powered aircraft, there is no better place for you to get that training than SimCom Training Centers. Call us with any questions you might have. We will be happy to discuss our training curriculum and capabilities with you, and we can schedule your next training event at one of our conveniently located, modern training facilities.

We look forward to serving you.